Claims

We claim:

1. (Currently Amended) A method of parking a vehicle comprising:

applying a first parking brake to brake at least one wheel attached to a first end portion of a first axle at one side of the vehicle without applying a parking brake to any wheel at the other end portion of the first axle opposite to said one end portion of the first axle; and

applying a second parking brake to brake at least one wheel attached to a second end portion of a second axle at a second side of the vehicle opposite to the first side of the vehicle.

2. (Original) A method according to claim 1 wherein the second parking brake is applied without applying a parking brake to any wheel at a first end portion of the second axle which is opposite to said second end portion of the second axle.

3. (Original) A method according to claim 1 wherein the first and second axles comprise a tandem pair of axles.

4. (Currently Amended) A method of parking a vehicle comprising:

applying a first parking brake to brake at least one wheel attached to a first end portion of a first axle at one side of the vehicle without applying a parking brake to any wheel at the other end portion of the first axle opposite to said one end portion of the first axle; and

applying a second parking brake to brake at least one wheel attached to a second end portion of a second axle at a second side of the vehicle opposite to the first side of the vehicle; and

~~A method according to claim 3~~ wherein the first and second parking brakes are the only parking brakes on the vehicle.

5. (Original) A method according to claim 4 wherein there are at least two wheels attached to the first end portion of the first axle and at least two wheels attached to the second end portion of the second axle and wherein the first parking brake is applied to brake all of the

wheels attached to the first end portion of the first axle and the second parking brake is applied to brake all of the wheels attached to the second end portion of the second axle.

6. (Original) A method according to claim 1 wherein the first and second parking brakes are simultaneously applied.

7. (Original) A method of parking a vehicle comprising:

moving the vehicle to a location where it is to be parked; and

only applying the parking brakes of diagonally disposed wheels coupled to a set of tandem axles.

8. (Original) A method of applying parking brakes to a vehicle having a longitudinal axis and first and second axles, the first axle being forward of the second axle, the method comprising:

applying a first parking brake to a first wheel of one of the first and second axles;

applying a second parking brake to a second wheel of the other of the first and second axles, the second wheel being at the opposite side of the longitudinal axis from the first wheel; and

wherein the first and second parking brakes are the only parking brakes that are applied.

9. (Currently Amended) A method of parking a vehicle comprising:

moving the vehicle to a location where it is to be parked;

only applying the parking brakes of diagonally disposed wheels coupled to a set of tandem axles; and

~~A method according to claim 7~~ wherein the first wheel is located at the side of the longitudinal axis of the vehicle which is heaviest when the vehicle is unloaded and the second wheel is located at the side of the longitudinal axis of the vehicle which is lightest when the vehicle is unloaded.

10. (Allowed) A method of applying parking brakes to a moving vehicle comprising:

applying a braking force at a first location at one side of a vehicle corresponding to the heaviest side of the unloaded vehicle;

applying a braking force at a second location at a second side of a vehicle corresponding to the lightest side of the unloaded vehicle; and

wherein the first location is forwardly of the second location and wherein the parking brake forces are only applied at the first and second locations

11. (Allowed) A method of applying parking brakes to a moving vehicle traveling in a first direction comprising:

determining the side of an unloaded vehicle at which the center of gravity of the unloaded vehicle is located relative to the longitudinal centerline of the vehicle; and

applying first and second braking forces to respective first and second wheels at opposite sides of the vehicle, the first and second wheels being at different distances from the front of the vehicle and being selected so as to reduce the tendency of the vehicle to travel other than in the first direction upon the application of braking forces as a result of the vehicle having a center of gravity at one side of the longitudinal centerline of the vehicle.